MARCH/APRIL
2024

the national FALCON news

MAGAZINE OF THE FALCON CLUB OF AMERICA

TABLE OF CONTENTS

Cover

Three Falcons in Saint Augustine, Florida grace our cover this month. On the right is William Byers' (FCA #19990) 1964 Falcon, the Burgundy one on left is Bob Sendor's, and Cam and Sue Baker's (FCA #478) blue Falcon is in the middle. Eight years ago, William moved to Saint Augustine, met Bob and Cam and spent many days in Bob's garage learning about Falcons. Bob had just finished building the Falcon that he'd bought at the Turkey Rod Run. William knew he had to get one and his heart almost stopped when he found his. He said, "How often do you move into a neighborhood that has not one but TWO Falcons from the same year, just with different body styles? Getting to park along side them was quite an honor and an emotional experience."

3 President's Message

4 So they said, "You need a wagon."

8 Vintage Vibes: The Allure of Used Ford Falcons in the Auto Industry

10 I Spy a Falcon: The Thrill of Discovering a "Barn Find" or "Yard Find"

18 Falcon History

20 The Art of Suspension Tuning

23 Board of Directors, Regional Directors, Officers, Chapters by Region

27 Classifieds

30 Editor's Request / Advertisers

31 Mark your calendars

32 2024 Nationals Registration Form

IMPORTANT MEMBERSHIP INFORMATION

The monthly online magazine on the website at falconclub.com is password protected and you must enter, when requested, your own password. For inquiries or updates regarding your FCA membership—your address, email, phone number, etc.—please contact membership@falconclub.com. To place a classified ad, send FCA Regional event information or articles, email editor@falconclub.com. For help with the website, email fcatechline@gmail.com.

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are $38 a year ($45 in U.S. funds for International North America Membership, $57 in U.S. funds for International Offshore Membership) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published bi-monthly with information submitted by members.

PRESIDENT'S MESSAGE

BILLY POPE
FCA President

Dear Falcon Club of America Members,

As we move closer to spring, anticipation builds in the hearts of Falcon enthusiasts everywhere. The scent of freshly cut grass, the warmth of the sun, and the promise of new adventures beckon as we prepare to rouse our beloved Falcons from their winter slumber. Yes, my fellow Falcon aficionados, spring is right around the corner!

It's time to roll up our sleeves, dust off those timeless beauties, and embark on the ritual of cleaning and prepping for the show season ahead. There's a special joy in the meticulous care we invest in our Falcons, knowing that each polish and tweak brings us one step closer to showcasing their splendor on the open road.

Speaking of showcasing, mark your calendars for the highlight of our calendar—the national show in Hot Springs this July. This annual gathering never fails to deliver a memorable experience filled with camaraderie, admiration for fellow enthusiasts' rides, and the unmistakable thrill of all things Falcon. Start making your plans now, because trust me, you won't want to miss out on this extravaganza!

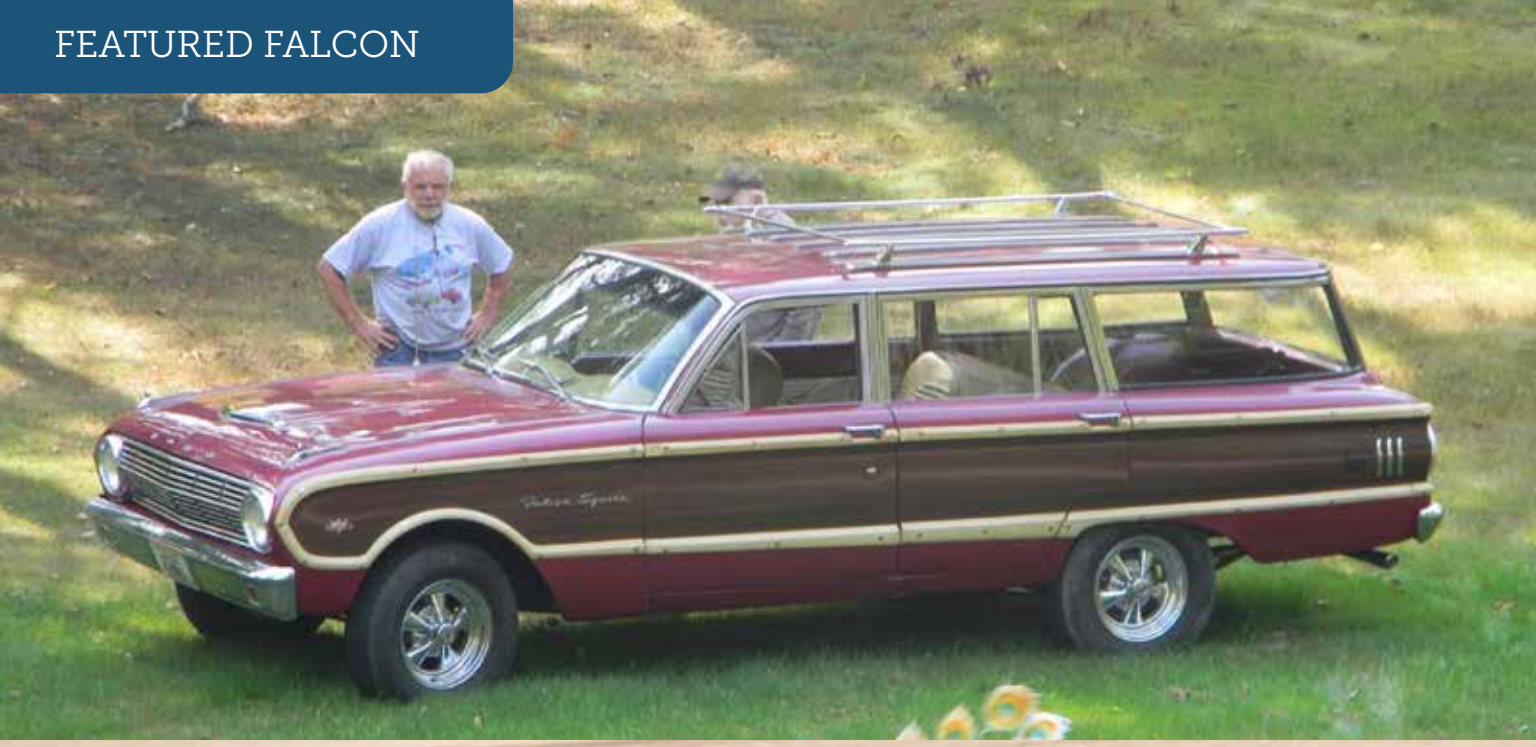
But why wait until July to indulge in the Falcon fever? I encourage each and every one of you to join us at the Southern Coast Regional on April 6th. This meticulously planned event promises a day brimming with all things Falcon, from captivating displays to engaging conversations with fellow enthusiasts. It's the perfect opportunity to whet your whistle, rev up your engines, and immerse yourself in the passion that unites us all.

As your president, I'm honored to lead such a vibrant and dedicated community of Falcon enthusiasts. Let's make this spring and summer our best yet, as we come together to celebrate the legacy and the future of our beloved Falcons.

Happy Falconing!

Billy Pope
817-798-9306
Billyshotrodshop1@gmail

	JULY 11–13, 2024 2024 Nationals Hot Springs, Arkansas			
2024	**APRIL 6** Southern Coast Regional	**MAY 4** Keystone Car Show	**SEPT 6–7** Truckin' to Ohio Regional	**SEPT 27-28** Carolinas Regional



So, they said, "You need a wagon!"

By Rick Bowes

Over the past twenty plus years, Cris and I have been driving our '63 Sprint Convertible to the FCA National Meets across the country. Driving in the heat has gotten the best of us. Coming home from California we crossed the Mohave desert at 114 degrees with no air conditioning. It was time to make a change. Our first attempt was a 1963 Ranchero. I installed air conditioning and we thought the problem was solved. We drove to the Wichita, Kansas show. By the time we got to Wichita, we had had enough of the close quarters. If I banged my head on the back window one more time I was going to have to be tested for a concussion.

I started asking friends about what the best Falcon to drive around the country would be. Long time member Bill Poole recommended station wagons. I wasn't that excited about a wagon. I started looking at two door wagons. Bill immediately let me know I wouldn't like a two-door since they were difficult to get baggage from the cargo area. I just couldn't bring myself to look at four-door wagons. So, I was back to my Sprint convertible.

Meanwhile, John Lissendrello was doing a national search for a 1963 Super Deluxe Squire Wagon. I sent him pictures of a '62 Squire wagon in Connecticut. It was close but not a '63 Super Deluxe Squire. (On a side note, the '62 Squire is the one that Phillip Nelson purchased.) John did find just what he was looking for in Florida. He sent me pictures of it. I immediately understood why he was looking for the Super Deluxe model. They had Sprint bucket seats and a console plus an electric rear window. Approximately 1,500 had been made. I still wasn't sold on a four-door car but the seed was planted.

Six months later at 8:00 on a Sunday morning, a 1963 Super Deluxe Squire wagon popped up on the Ford Falcon Owners Group on Facebook. I immediately contacted the owner. He had several Fords and was in the FCA. He had to be a good guy! He proved to be a great guy to deal with. It needed a complete

Loading up the car in West Virginia.

It had a few dents and some rust but nothing too bad.

restoration but it is the real deal. The car was in West Virginia. By 8:30 the car was bought and paid for. The internet can be a good thing. Going against everything I believe in, I bought the car without seeing it in person. I assumed the worst and hoped for the best.

I then contacted my friend and FCA member Rick Cornelius, who lives in Pennsylvania. He agreed to go get it and deliver to Rhode Island.

Everything went off without a hitch. When Rick stopped for gas in Upstate New York, an elderly couple walked up and asked if that was a Super Deluxe Squire. They had bought one brand new and wanted to know if he would sell it to them. Thankfully Rick didn't call me to ask. The car arrived to my driveway and it was better than I expected. It was very solid with very little rust.

My 88 year old father came over to see what I had bought this time. Normally he just shakes his head and walks away. He looks at it and said, "This is the exact car your mother and I bought new in 1963." I had forgotten all about that car. When I was eight years old we had a Super Deluxe Squire wagon. I remember sitting on the console. Now I really had to restore this car!

Just as I was getting ready to start, the Covid shutdown started. It was perfect. I could work every day in my garage! Our intent is to drive this car all over the country to Falcon Nationals and Regional Shows. I started with the mechanical and suspension. I rebuilt a 1966 289 and the C-4 Transmission. I dropped the complete suspension and went with the '65 Falcon suspension. Front disc brakes were added also.

The body restoration begins. I stripped the car back to bare metal. Now I knew what I was working with.

It has arrived!

After countless hours of sanding, it was finally in primer; now to start block sanding. Finally, it came time for paint.

I had to learn a new skill—wood graining

The fiberglass wood trim was in rough shape. A little fiberglass work was done and more sanding and they were ready to be wood grained. It was a challenge to figure a way to do it. I read every article I could find, but it just wasn't what I wanted. I remembered an elderly neighbor was a body man. I asked him if he remembered how to do it. Thankfully he had done it in the past. He told me what I needed for materials and gave me a lesson on how to wood grain. I think they came out great. It pays to ask the old guy! Next I needed the vinyl. I was happy to be able to purchase the exact style wood grain vinyl. The only problem was how to put it on the car. Thankfully I didn't have to. My brother came over to see the project. He saw the vinyl and said, "You know I do this at my job." I didn't, but I was glad he did. He did a great job and it only cost me a dinner out.

It's starting to look like a Falcon again!

The interior is next. The seat covers came in right on time. With only a few scrapes and minimal blood loss, I finally finished covering the seats. Working with brand new foam cushions was a challenge. All the windows were out so it was a perfect time to put in the headliner. It wasn't that hard. I just had to take my time and just kept adjusting until I liked the fit.

Fixing what Ford should have done. The official model name is Super Deluxe Squire Wagon. What I don't understand about this car is Ford put in buckets seats and a console but the rest of the interior is plain Jane. So, I decided to do the interior

my way. I added the Sprint trim to the dashboard. The only problem I had to solve was the glove box trim. I didn't want It to say Sprint. Amazingly, I found a glove box trim that had Falcon on it. Perfect, except it was in Australia. One month later it was on the glove box. Because the car is a Squire, I decided to put the Sprint wood grain steering wheel to match the car. Once again I need to solve the Sprint emblem on the horn ring. Not sure what year it comes from but I found a Falcon horn ring that fit right over the Sprint letters. I also chose the Sprint/Futura door panels for a better look.

I had sent all the chrome out to a local vendor. He had said two weeks. Of course, eight weeks later it was finally done. (Blamed it on Covid) Finally the Squire is all back together and ready for the road! It took nine months of working on it every day but it is done. Last summer we began the shake down rides. After several "adjustments" it is ready for the road trips. This summer Cris and I will be driving it to Hot Springs for the National convention.

—Rick Bowes (FCA #4269)
Coventry, Rhode Island

VINTAGE VIBES: THE ALLURE OF USED FORD FALCONS IN THE AUTO INDUSTRY

BY KYLE MILLS November 6, 2023 in Automotive Business

https://seattlelicensingagency.com/vintage-vibes-the-allure-of-used-ford-falcons-in-the-auto-industry/

Automotive Business Photo

In a world where automotive advancements appear to be progressing, there is a charm in the vintage appeal of pre-owned Ford Falcons. These classic vehicles, once a common sight on the roads, continue to garner a following within the industry.

The fascination with owned Ford Falcons extends beyond mere nostalgia—it encompasses a rich blend of history, design and an exceptional driving experience that resonates with generations of car enthusiasts.

Exploring the Legacy of the Ford Falcon

Before delving into what makes owned Ford Falcons so captivating, lets take a step back in time and delve into the remarkable legacy of this iconic automobile. Introduced by Ford in 1960 as their response to the burgeoning compact car market, it swiftly gained popularity and became one of Fords successful and enduring models.

The legacy of the Falcon is characterized by it's adaptability. Throughout it's existence it underwent various iterations.

Used Ford Falcon

Evolving from compact family cars to variants and even muscle car models. This versatility allowed the Falcon appeal to a range of drivers firmly establishing it's place in history.

Timeless Design

A significant factor contributing to the allure of pre-owned Ford Falcons lies in their timeless design. The Falcons timeless beauty has gracefully stood the test of time and it continues to captivate attention on the road today. Its sleek lines, distinctive grille and classic proportions exude an elegance that is often missing in cars.

The designs simplicity adds to its allure. The Falcon's clean and uncluttered lines provide the canvas for customization, making it a beloved choice among car enthusiasts who enjoy personalizing their vehicles.

Whether restored to its splendor or modified for an appearance, the Ford Falcon's design remains timeless.

A Coveted Treasure

The used Ford Falcons have become highly sought after among collectors and enthusiasts. The demand for these cars has steadily risen, driving up their value in the market. For individuals owning a Ford Falcon it is not about having a car, but possessing a piece of automotive history.

The Falcons' popularity among collectors can be attributed to their production, resulting in models and editions becoming exceptionally rare. The pursuit of discovering these vintage treasures, restoring them to their glory, and proudly displaying them at car shows and events has evolved into an endeavor for many.

An Unparalleled Driving Experience

Modern cars are equipped with technology that offers an array of features aimed at enhancing safety and comfort. Although the advancements in cars are undeniably valuable there is a group of drivers who yearn for a simplified and hands on driving experience. This is where used Ford Falcons come into play.

Ford Falcon Car

These classic cars have a nature that demands more from the driver. To truly enjoy the driving experience one must be in tune with the vehicle itself, resulting in an rewarding journey.

The engine's sound, the feel of the steering wheel, and the connection to the road all contribute to a driving experience that is often lacking in vehicles.

Restoration and Customization

For car enthusiasts, owning a used Ford Falcon goes beyond driving. It involves restoring and customizing these timeless automobiles. Restoring a Falcon to its condition requires passion, dedication and meticulous attention to detail.

It often entails searching for parts, working on the engine intricately, and paying attention to every aspect of its aesthetics.

On-the-hand customization allows owners to add their touch to their Falcons. Whether it's enhancing performance through engine modifications or giving it a paint job while preserving its appearance—there are endless possibilities, for individualization.

Investment Potential

The appeal of used Ford Falcons also lies in their investment potential. The increasing demand for cars has made vehicles like Ford Falcons a lucrative investment. Collectors and enthusiasts have witnessed a rise in the value of their Falcons over time.

Ford Falcon for Sale

However it's important to approach this as a long term investment and to be prepared to dedicate the time and resources for maintenance and restoration. Finding a balance between enjoying your Falcon and preserving its value is crucial.

Community and Camaraderie

Beyond owning a used Ford Falcon entails becoming part of a community comprising individuals who share the passion for these timeless vehicles. Enthusiasts frequently gather at car shows, club events, and online forums to exchange experiences, offer maintenance tips, restore cars, and celebrate the legacy of the Falcon.

The camaraderie among Ford Falcon enthusiasts exemplifies the sense of belonging and shared admiration that these vintage cars inspire. It's not about the vehicles themselves, but about the people who cherish them.

Conclusion

In conclusion what makes used Ford Falcons appealing in the industry extends beyond their enduring design or potential, as collectibles or investments.

These vintage automobiles provide a driving experience creating a connection between the driver the open road and the rich heritage of the automotive industry. Whether you're a car collector or a passionate newcomer, owning a Ford Falcon goes beyond hobby.

It offers a captivating journey into the past and acts as a gateway to cherishing classic cars in the present and future. So if you ever get the chance to sit behind the wheel of an old school Ford Falcon don't hesitate—brace yourself for an adventure that will leave a mark on your memory.

I Spy a Falcon

The Thrill of Discovering a "Barn Find" or "Yard Find"

Seven years ago, as I was traveling back to my home town for a reunion, I spied a little blue round body Falcon in a yard. We looped around the block to get a better look, but sadly did not have time to stop and ask about it. I lived all my childhood years outside this little Midwest town, population 220, and I'd never seen this car before. It was MY era car and it was in MY home town. At one time I probably knew every person in this town and I even knew what cars they drove. I'm sure my senses were heightened by having recently become the editor of "The National Falcon News," but what were the odds?

That car spotting adventure made my senses keen to spotting Falcons in the wild. If there is one in my little town, they must be everywhere! Every trip I'm on now, I look for them in the wild. It is what prompted me to want to write about this method of finding cars—spotting them in local barns, garages, and back yards. For the sake of this article, we will collectively call them "barn finds." Buckle up and get ready for a journey through time, dust and dirt, as we explore this fascinating method of literally uncovering automobiles.

TV shows and YouTube shows have made this a trendy method to find old cars. The shows locate vehicles hidden away and forgotten in the most remote places. Many of them make it look so easy, making me ask, "How do they do that?" Most have time on their hands to explore, are expert negotiators, and know how to capture a good story. This may be a popular method, but not an easy or always safe one. Finding the ultimate prize—an untouched, unmolested classic vehicle hidden away in some forgotten corner of the world. Not knowing what lies beneath the layers of dust and grime is part of the anticipation and makes each barn find unique. There is the thrill of finding something long forgotten and then realizing what the challenge of restoration entails. These "barn finds" represent not only incredible opportunities for restoration, but offer a chance to recapture history and gain insight into America's past. The stories behind these vehicles add to their appeal,. Tales of past owners often make them even more interesting. Discovering their history can make a barn find special and can result in some priceless finds. But how do you uncover one of these masterpieces?

One method of locating barn finds is to comb through classified listings. This requires patience and determination, as you will likely come across many dead ends

before stumbling upon anything promising. However, a little digging and perseverance can lead you to a great find. Online classifieds like Craigslist can be useful in your search. Just make sure you take all necessary precautions when dealing with strangers online. Sadly, many unscrupulous sellers are looking to take advantage of a too anxious buyer. Buyer beware! When using digital resources and search engines, it's important to use relevant keywords to get accurate results. If you're looking for classic Falcon, try searching for "classic car projects" or more specifically, "classic Falcon projects." You also may want to include keywords like "restoration" or "customization" in your search if those things are important to you.

Websites dedicated solely to project cars are another great way to find what you need. Check out sites like BringATrailer, ProjectCarForSale and ProjectMuscleCars provide extensive listings of vehicles that can be customized or restored according to your specifications. Most of these sites also provide helpful features such as price filters and search parameters that make finding a car easier than ever before. Researching and making educated decisions about which one is right for you is key to making sure your project will be successful.

Don't forget to check Facebook Falcon pages. Many original owners and collectors choose to sell on these private pages. Many of these owners can offer valuble information about the car's history.

Is it Worth an Offer?

Research the vehicle with the tools at your disposal. Find out as much about it as you can—the make and model, year, engine type, and any notable features or history associated with it. Use resources like websites who specialize in vintage cars to determine what its value might be over time. It's also important to determine if the car runs and what type of maintenance it has had over its lifetime. Check out pictures of similar models online to get an idea of what condition the car might be in and look for signs of rust or corrosion that could indicate a need for expensive repairs. Many times, almost none of this information exists about this car, but do what digging you can, to find as much as you can.

If possible, have the vehicle inspected by a professional mechanic who specializes in classic cars. That friend you brought along who knows about what's under the hood can be a valuable resource. Educate yourself about potential problems or expenses you may encounter if the car needs major repairs or parts.

Evaluate how much work you are willing to put into restoring the vehicle yourself. It takes time and skill to restore older cars, so make sure this is something you want take on before making an offer. Can you handle the cost involved with completing the project? Do your research beforehand so when it comes time to make an offer on a barn find, you know exactly what you will financially and personally need for your dream project car to come alive again.

The Risks and Rewards of Barn Finds

With great treasures come risks and rewards. Explore the excitement, challenges, and potential payoffs that await those who dare to venture into this captivating hobby, but be careful. While barn finds can be exciting they come with some inherent risks that should not be taken lightly. Rust and restoration costs are two major considerations that any prospective buyer should take into account before investing in a barn find.

Rust is one of the biggest problems associated with barn finds and can have a major impact on the condition of the vehicle. Rust will not only damage the body of the vehicle, but can also spread to other parts and weaken structural components, making them unsafe. Many times, rust may have been present for so long that it may be very difficult to get rid of completely.

Research is key when protecting yourself from being scammed or ripped off. Know the value of the vehicle you are interested in before you start negotiating with the seller. Knowing what a fair price looks like will help you make sure that you don't get taken for a ride. Find out what similar vehicles in similar condition have sold for in the past few years. This will give you an idea of the market value of your potential purchase. Search online for recent auction sales or look at local classified listings to get an idea of the current rates.

While the allure of these vintage beauties is undeniable, it's important to be aware of potential scams lurking in the shadows. It is crucial to stay vigilant and cautious when dealing with classic car transactions. Unfortunately, scams can sometimes tarnish this passionate community. As with any investment, it's important to do thorough research, verify sellers' credentials, and enlist professional help when needed.

Establish a range of reasonable prices, then start negotiating. Make sure you set out your expectations clearly and negotiate firmly but fairly. Don't be afraid to walk away if things start getting too heated. By doing your homework and sticking to your guns when it comes to negotiations, you should be able to purchase a great barn find without getting ripped off. Remember a key truth—knowledge is power.

The rewards are definitely worth it for those who appreciate these timeless machines. The joy of driving down the road in a restored classic car is unparalleled. Plus, being part of a community that shares your passion for Falcons or another iconic model adds an extra layer of excitement. Embrace both the risks and rewards. It's all part of the journey in preserving automotive history.

Bringing a Barn Find Back to Life

You are now ready to begin a fun and rewarding project, and there is much work ahead for you to consider. Staying up-to-date with the latest trends in car restoration can give you insights into new techniques or technologies that could enhance your projects. Joining online forums or attending car shows can provide valuable information from experienced enthusiasts who are always willing to share their expertise. Here are some specifics to aid you when begin to bring your car back to life. It is by no means comprehensive or meant to replace the knowledge and direction of a professional mechanic.

Pest Removal. Over time, old cars can become home to various critters, from mice and rats to insects. These pests can wreak havoc on the interior and exterior of the vehicle, causing damage that needs to be addressed before any restoration work can begin. Depending on where and how well your car was stored, you may be dealing with just killing some bugs or evicting a family of raccoons. Make sure you are caught up on all your shots—especially tetanus. If the car was in a dry desert area, look out for rattlesnakes, scorpions, and black widow spiders. Small rodents like to make nests in door panels, seats, and even air cleaners. Bees have been

known to build hives inside bodywork. Hopefully, extracting the car scared these unwanted guests away. Open the windows, doors, hood, and trunk and make noise by beating on the roof and body panels.

Cleaning. First things first, let's talk about the dreaded dust. Over time, dust can accumulate on your car's surface and in hard-to-reach nooks and crannies. With the right tools and techniques, you can bring back the shine. A thorough cleaning is essential for any successful car restoration project. From the exterior paint to the interior upholstery, every surface deserves some TLC. Grab your favorite cleaning products and transform your car from drab to fab! Start with a soft broom and sweep it clean, hose it down with plain water to determine its paint condition.

Remove the seats to make the interior easier to clean. Peel back carpets to inspect the floors for rust and rot. You will most likely want to get rid of that that "old car smell" quickly.

Under the hood. First, find out that the motor is in good working condition in order to determine if the car is drivable. If the motor isn't stuck, you should be able to rotate it with the fan or with a socket on the crankshaft. If it won't move at all, try some Marvel Mystery Oil down the spark plug holes, and maybe a prayer. A running engine needs good gas, so drain any old gas out of the fuel tank and pour a gallon of fresh gas in, and watch for leaks. Follow the fuel lines from the tank to the carburetor and replace any old rubber lines. Replace any fuel filters you find. There is no point in hoping the carburetor works, just take it off and clean the float bowl and jets or better yet, rebuild it. Blow as much dirt away from around the spark plugs as possible, then remove and replace them. If the plug wires aren't falling apart, they are probably good enough for now. Put some oil down the hole into each cylinder before installing new plugs. Check the wiring to the coil and the rest of the engine compartment and look for damage. Hook up a fresh, full charged battery and cross your fingers. Turn the key to "on" and check power going to the coil with a test light. Turn the key to test the starter, but don't try to start it yet. Drain the oil, replace the filter, and fill with the cheap stuff. You will change it again in the near future. Check that the radiator is full of coolant and top up with water. It might be a good idea to have a fire extinguisher nearby before you proceed. Now it's time to start the motor, but make sure the shifter is in park if it is an automatic, or neutral with the wheels blocked if it is a manual. Unplug the coil wire and crank the engine for 30 seconds at a time until you get oil pressure. If you don't have a gauge and the oil light doesn't light at all, just crank it about five times in short bursts. Hook up the coil, and pour a shot glass of fuel into the carburetor. For fuel injected cars, ignore this step, but may have to jump the fuel pump relay. Crank it again and you should get at least a sputter, but be prepared for a big cloud of smoke from the exhaust.

Making it driveable. Once you have it running, it is time to check the other mechanical things that make it drive—the brakes, the transmission, steering, etc. Flush and fill them with their proper fluids, and lubricate any moving parts. In the future, plan to replace every soft rubber brake line and rebuild or replace the hydraulics. Friction materials should be replaced and discs/drums machined to remove any rust. Drain the coolant and fill it up with properly diluted antifreeze. Replace all soft rubber hoses and belts. Lubricate fittings on the ball joints and steering linkages and check for excessive play or frozen joints. Grease any fittings on the universal joints and suspension. Replace old tires with ones that have some tread left and hold air. With the motor running, test the charging system output. Replace the alternator, generator, or voltage regulator as needed. If you have an automatic transmission, drain and fill it with proper fluid. If you have a manual, check that the clutch disengages properly, drain and fill the transmission itself. The differential should be drained and filled with gear oil. Make sure the brakes lights, turn signals and headlights work.

If you think this is all just a pipe dream and there are no Falcons out there to find, here are some stories of past Barn Find Falcons, followed by the conclusions of this amateur on that particular vehicle. NOTE: To my knowledge, these are all old videos and listings and none are currently available for purchase.

Barn Finds: Several Falcons

Turnin' Rust's YouTubers Wyatt and Lance Bush followed the trail of a rescued Ford Falcon into a barn find full of classic Fords. The Falcon was just one of their finds. It led them to a treasure trove of classic Fords, including a Ford Step Van, a Ford Ranchero and several part Rancheros, and even a Ford Mustang fastback.

The owner of the barn, Sarah Wahlberg inherited it from her grandfather who had stuffed the barn with all sorts of classic Fords. They had been sitting in the barn for around 50 years. Wahlberg said the Falcon was running when they parked it, but then it just stayed, untouched for years. The Ranchero had been through a restoration process, but Wahlberg's uncle did not like it, so he took it apart and started all over. She joked that "everything that needed to go in the Ranchero is now in the back of it."

Two more project Rancheros were there that according to Wahlburg were "nothing more than bits and pieces and were 'put to bed' a long time ago." They extracted the vehicles and the '60 Falcon was in pretty good shape. The paint was covered in a green moss, but it looked like

hotcars.com/falcon-muscle-car-barn-find-classic-fords/

barnfinds.com/parked-two-decades-1970-1-2-ford-falcon/

hotcars.com/falcon-muscle-car-barn-find-classic-fords/

barnfinds.com/field-find-1962-ford-falcon-futura/

it had great potential. One Ranchero had potential but needed a great deal of work to get it back on the road. I'd categorize these barn finds as potential gems and diamonds in the rough.

Garage Find: 1970½ Falcon

This Falcon was discovered after being parked in a garage for many years. A Craigslist seller in California had this dusty 1970½ Falcon posted. The seller called it a "classic barn find" and said it could either be restored or used as a parts vehicle. An elderly woman owned the car and quit driving in the '90s but kept it registered as a "non-operated" vehicle. For twenty years, it apparently was being used as her own personal "storage unit." It was listed as complete other than the vinyl top, which had been removed years earlier. One photo showed some rust which might have been why the vinyl top had been previously removed. (EDITOR NOTE: I'm not sure what roof I'm seeing in the picture.) The engine is a 302 cubic-inch V8, 220 hp and 300 lb-ft of torque, backed up by a three-speed C4 automatic with column gear selector. This one may need more research and buyer beware.

Field Find: 1962 Ford Falcon Futura

1962 Futura two-door sedans accounted for just 4% of the year's total Falcons produced, or 17,011 units. When this rare bird was found in a field, it had been parked for 20 years, most likely outdoors for most of that time.

Listed on Craigslist, no mention was made of the car running, but the odds were not good for that to be the case. The VIN indicates it has the 170 cubic inch I-6 engine with 105 hp. It has a three-speed manual, but there is no mention of whether it's a column or console shift. The paint looks to be dark blue flanked by a red interior.

The seller said the prior owner had previously had the seats redone, but it did not look like a recent job or a good job, and at least one door panel was not present. The headliner at a minimum needed replacing as it had a bad case of the dropsy. The seller did list some usable parts to sell. Five hub caps were in good shape and quite desirable. There's another Falcon in the photo behind it. I wonder what the story is on that one.

Grab the parts if you need them, but be prepared to put a lot of money into the Falcon.

Maybe a Barn Find: 1965 Ford Falcon Futura

This car is listed by barn finds but there is no back story about it included. Its 2021 eBay listing stated it originally was a 289 four-speed Falcon with 200 hp, but now "features a K-Code unit with 271hp." It was listed as an Arizona car and appeared to not have issues with rust or damage. The combination of Wimbledon White and Rangoon Red makes for a good looking car that appears to have been garage-kept. The panels looked clean and straight and the owner did not mention any issues below the deck. The paint still shined and showed none of the baking problems that can come with Arizona's climate. There was no visible evidence of worn door hinges or prior accident damage. The chrome and trim appeared to be in excellent condition, as well as the glass.

An Edelbrock intake and matching carburetor, along with a dual exhaust could be seen under the hood. The owner provides no information on how well it runs or drives but seemed to be open to questions. He welcomed buyers the opportunity to see the car and personally check it out.

The Falcon's interior was relatively tidy and the few issues that it showed were easy and cheap to address. The most obvious flaw is the worn carpet.

This appears to be a very nice car, worth the risk, and it seems that it will need very little additional restoration to make it a show-worthy car.

Questionable Barn Find: 1961 Ford Falcon Futura

I'm not sure why this falls under the barn find category, although that's where I found the listing. There was no back story but it could have been locked in a barn before it underwent an amazing transformation. This round body car is a beauty. Its finish, color, chrome and trim make for a striking introduction. The quality restoration job performed on this Falcon was done in 2017.

barnfinds.com/perfectly-restored-futura-1961-ford-falcon/

Powered by a 120 HP, 170 CI, in-line, six-cylinder engine, attached to a Fordomatic, automatic transmission, there was no mention as to how it performs or what mechanical activity it has experienced.

The most notable features of a '61 Falcon Futura were the bucket seats and center console interior. The black vinyl upholstery looked perfect, as well as the door panels, dash pad, and instrument panel. The interior of this car appeared to need absolutely nothing.

If I was looking for a fully refurbished, completely stock 1961 Ford Falcon, this listing would provide a great opportunity to proceed and make an offer.

barnfinds.com/perfectly-restored-futura-1961-ford-falcon/

Craiglist Offering: 1964 Ford Falcon Wagon

This Craigslist offering is 1964 Falcon station wagon with a 302 V8 four-speed. At first glance, the exterior needed some love. It was mentioned that most likely this car originally had an inline six with a column-shifted three-speed. Whether it is a standard Falcon wagon or a Deluxe version isn't obvious. The seller, the car's second owner, was quoted that "the Ford runs and drives fine." It was located in New Mexico and showed no apparent rust, except for some on the surface in the cargo area.

Other photos showed the upholstery looking fine, although there were a few small cracks in the dash pad. An aftermarket stereo in the dash and a pair of some huge speakers in the back we can assume all come with the deal. Mag wheels finished the package with tires, condition unknown. The wagon's mileage was not stated.

If you're willing to do some sweat equity, this gem has potential. Wagons are very popular and I might just take a chance on this one—for the right price, of course.

As you have seen in this article, listings that are called "barn finds" can be all over the place. Some of these

barnfinds.com/302-v8-4-speed-1964-ford-falcon-wagon/

appear to be just classified ads, under barn find websites. Others truly were found abandoned in barns, truly what I'd define as a barn find.

To my knowledge, none of these cars are currently on the market. I specifically researched "Falcon barn finds" and these are just a few examples of older videos and articles I was able to uncover. You can do the same by doing a Google search and see what you find.

Finding a barn find is like unearthing a piece of automotive history and brings with it an air of mystery and excitement. These hidden treasures have been tucked away for years, waiting to be discovered by passionate collectors. Whatever your interest is, for purchase or just for curiosity, this fun method of finding classic Falcons and other cars can be a true trip down memory lane. It's amazing in the videos I watched to see what else is found in those barns. Keep your eyes open, ask what's in that country barn, and watch for fields where old cars are parked. Maybe you will win the lottery and come across the find of a lifetime. Make sure you enjoy the hunt!

Personally, I will always wonder what happened to that blue Falcon in my hometown. Next time I'm visiting, I will do some more inquiring.

I'd love to hear your Barn Find stories and your experiences with what was worth it and what you passed up as not worth it and why. Send your barn find stories to editor@falconclub.com.

—Janet Wilkerson (FCA #15002)
Blue Springs, Missouri

Information, stories, and listings were found in the following websites:
hotcars.com/falcon-muscle-car-barn-find-classic-fords/
barnfinds.com/parked-two-decades-1970-1-2-ford-falcon/
barnfinds.com/field-find-1962-ford-falcon-futura/
barnfinds.com/perfectly-restored-futura-1961-ford-falcon/
barnfinds.com/302-v8-4-speed-1964-ford-falcon-wagon/

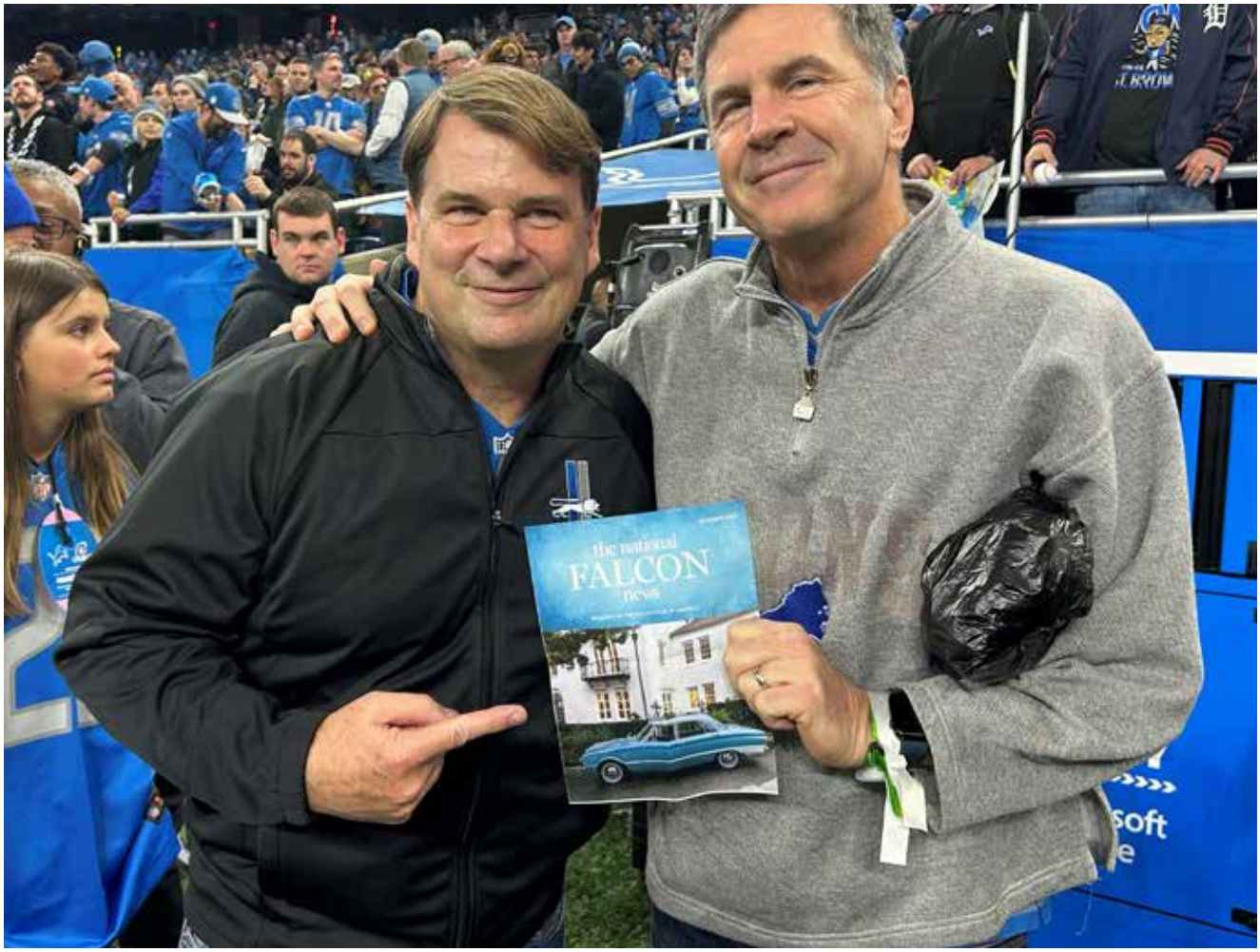
Dear Editor,

Here is a photo of Ford's current President and CEO Jim Farley acknowledging The National Falcon News. I am Ford Falcon member Brad Smith of Wauwatosa, Wisconsin. I met up with Jim before the Detroit Lions playoff game against the Tampa Bay Buccaneers. I saw him the previous week and thought that he would be there again, so I brought the issue. He was very appreciative of the effort and took the time to discuss Ford history. He reminded me that his grandfather worked at Ford. My Dad was also a Ford man for 30 years. It's family, football, and cars. This was a special family moment to connect with such an important car guy.

If any Falcon owners are in the Milwaukee area, please contact me. We'll start our own parade—bsmith@halleonard.com.

—Brad Smith (FCA #16348), Wauwatosa, Wisconsin

EDITOR: How cool is that? !!



OUR CLUB • THE FALCON • EVENTS
CLUB STORE • FORUMS • CONTACT US
CLICK HERE TO RENEW YOUR MEMBERSHIP ONLINE
CLICK HERE TO RENEW YOUR MEMBERSHIP BY CHECK
PRESERVING THE FORD FALCON LEGACY
FALCON CLUB OF AMERICA
Become A Member Today!

Questions about paying your membership dues?

To pay **online**.

You need a PayPal account to pay online.

Members will receive a 30, 60, 90 day reminder email. If you have not paid when you receive their 30 day email, then Denise will mail a postcard.

You can pay your dues several months in advance if you would like. You can pay for up to two years at a time.

To pay **by mail**, make check payable to Falcon Club of America. Mail to: Falcon Club of America, P.O. Box 113, Jacksonville, Arkansas 72078-0113.

If you have any other questions, please let us know and we will try to answer them in the next issue...

Yearly dues to The Falcon Club of America are:

$38 a year for U.S. Membership

$45 in U.S. funds for International North America Membership

$57 in U.S. funds for International Offshore Membership

1960-70 Ford Falcon
FREE!
OVER 7,600 PARTS!
1960-70 Ford Falcon & Mercury Comet Parts Catalog!
Easy Online Ordering
Sign-Up For Email Deals:
• Free Shipping • 5%-15% Off Orders
• Product Sales Each Month
ALSO, WEB Only Specials!
• Body & Sheet Metal
• Doors & Parts
• Brake Parts
• Seat Covers
• Electrical & Wiring
• Engines
• Carb & Fuel Systems
Your One Stop Source For Quality Parts and Accessories for your 1909-70's Ford & Mercury
Use Code: FNR30 - Ford Falcon/Comet ('60–70)
*($5.00 each for international postage)
877- 230-9670
MAC's
ANTIQUE AUTO PARTS
Parts for Falcons/Comets
MacsAutoParts.com/fn

Buyer's Digest Of NEW CAR FACTS for '60

FALCON FORDOR SEDAN $1974*

Four-door fans will welcome this model. It's a natural for people who'll be carrying lots of friends or family, and who want the convenience, economy and distinction of driving the New-size Ford, the Falcon. Color shown is Meadowvale Green.

THE FORD FALCONS

Easiest cars in the world to own

Here's a car that's sized to handle and park like a "small" car. powered to drive in turnpike traffic and climb hills like a "big" car ... built to save you trouble and money like no other car. The all-new Falcon Six engine is up front where it does the most good-gives you the safety and stability you need on American roads and in American traffic. Gasoline economy is outstanding. For al the Falcon's generous six-passenger comfort, big - car convenience and lively performance, it delivers up to 50% more miles per gallon than America's present best selling "economy" car. and up to 30% better gas mileage than the same maker's five-passenger model!

The Ford Falcon is designed for easier, quicker lower-cost maintenance, too. Only 4½ quarts of oil "fill 'er up." And a Full-Flow Oil Filter (at no extra cost) means 4,000 miles between oil changes. Front fenders are bolted on for easy replacement. The Falcon's brilliant Diamond Lustre Finish never needs waxing. An aluminized muffler normally lasts twice the life of ordinary types. And major underbody structural members of the Falcon's new single-unit body construction are zinc-coated by a new process, to protect against rust-better than undercoating.

The Falcon's single-unit body construction makes possible all this extra bonus in interior space and comfort because bulky frame members are eliminated. More space can be used for passenger room and passenger comfort without sacrificing strength and safety. And no other American manufacturer has had more experience around the world in this type of construction than Ford.

Every last inch of the Falcon's interior is put to use for your personal comfort. You get full hip room, full leg room, full shoulder room, and full hat room. In fact, the Falcon gives you one whole foot more rear seat room than one of America's best-selling "economy" cars. The luggage compartment is 23 cubic feet-two-weeks- vacation-worth, easy. That's over twice as much as the two biggest-selling imports combined! Seats are high off the floor so your legs are never cramped. Seat backs are set at a 23° angle for scientifically proved, posture-perfect comfort. And for your extra comfort, there's an exceptionally generous amount of sound and weather insulation throughout the car.

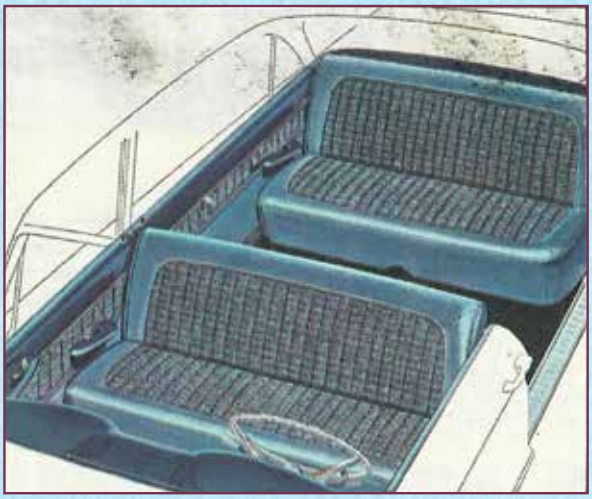
Not since cars began, has there been a more exhaustively tested, thoroughly proved new car than the Falcon. After a 3 year and 3 million mile testing and development program, the Falcon gave a final demonstration of its fitness in the Experience Run, U.S.A.

The first Falcons off the production line were sent on a trip covering every last mile of numbered Federal Highways in the country. In order to cover such a tremendous mileage in just 28 days, the cars were run "around the clock."

The 1960 Ford Falcon was designed to give you more absolute car per dollar than any other car on the market. With its low initial price, its up- to-30 miles per gallon economy, its fine comfort for six, and its simplified design, it makes ownership inexpensive, driving fun and maintenance easy. One important reason

Now you can have an even wider choice of Fords with the introduction of America's New-Size Car

THE FORD FALCON



BIG NEWS WHEREVER YOU LOOK- 70 COLOR, UPHOLSTERY AND TRIM COMBINATIONS TO CHOOSE FROM

You'll wonder how the Falcons can be priced so low when you see their smartly tailored interiors. They are that elegant. Take that optional blue-vinyl and cloth interior at the left. The Moroccan-grained vinyl is noted for its leather-like beauty and toughness. The block pattern, woven plastic cloth is a fine-car touch that will hold its own in any company. Thick foam padding in front seat cushions is an unexpected luxury in a car priced so low. Front seat is raised and lowered automatically as it moves forward and back. Here's all the room you'll ever need for shoulders, hips and legs for six! Everyone and everything goes in the new-size Ford.

FALCON TUDOR SEDAN $1912*

The lower price of this 2-door model makes it an especially fine choice for those who want the most car for a minimum investment. And the doors are four feet wide so that even the rear seat is extra-easy to enter and leave. Montecarlo Red is illustrated.

for the Falcon's peppy performance and excellent gas mileage is low weight; the Falcon weighs 3/4 ton less than conventional 6-cylinder cars. Independent ball-joint front suspension helps give this Falcon the ride and stability of a much larger car. Brakes have large lining area and require less pedal effort than heavier conventional cars. For those who prefer the convenience and versatility of an automatic transmission, the new simplified Fordomatic Drive is available at a low price to match the Falcon's own low price.

You'll find many a convenience and comfort feature in the Ford Falcons that some of the other cars of similar size just don't have. The gearshift lever, for instance, sits on the steering column, not on the floor where it would limit passenger room. Dual front seat arm rests and sun visors are standard, not extra cost. Instrument panel has standard American controls and dials. If you choose a radio, it will fit in the instrument panel, not hung beneath it. And the Falcon's big luggage compartment is attractively insulated and trimmed to protect your luggage.

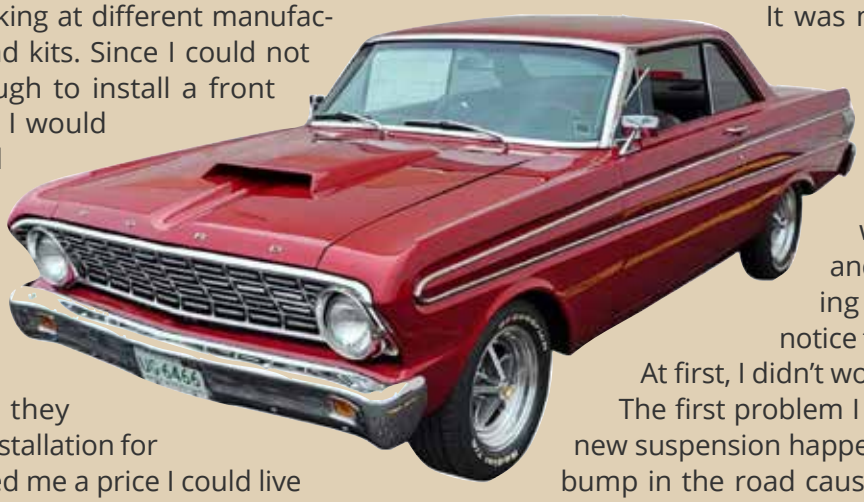
And you can thank the Ford Motor Company's world-wide experience in single-unit body construction for that.

**Manufacturer's suggested retail price includes reimbursement for Federal excise tax and suggested dealer preparation and conditioning charge. Transportation charges, gasoline, anti-freeze, license and title fees, state and local taxes, and options and accessories are not included.*

THE ART OF SUSPENSION TUNING...

Back in the mid 2000's I started thinking about installing a Mustang II front suspension on my 64 Falcon, especially after seeing how Jack Ellis's (our regional director) car handled with a Mustang front suspension. I was impressed with how much the turning radius improved with the rack & pinion steering. He could do a u-turn on a two lane road where I had to do a three point turn to accomplish the same u-turn. I also liked having a larger engine compartment since the shock towers were removed. After talking to Jack I learned he installed a Total Cost Involved front suspension himself on his '65 Falcon sedan.

I started looking at different manufacturer's front end kits. Since I could not weld well enough to install a front end kit myself, I would have to find someone to install it. After talking to Rod & Custom in Florence South Carolina they told me they would do the installation for me. They quoted me a price I could live with for the coil-over shock set-up. I liked the idea of not having to use a spring compressor if I ever had to change springs so I decided to go for it.



I pulled the engine and transmission, loaded the car on a rented U-Haul trailer and headed for South Carolina. Of course the trip was not uneventful. I had a flat on my truck on the way down. I pulled off in a parking lot off Ohio route 250 to change the tire. While changing the tire I noticed Joan had disappeared. As it turned out, the parking lot I stopped in belonged to an Amish bakery. Of course Joan came back with a bag of cookies. The cookies were so good we stopped on the way back and got some more to take home. The rest of the trip was fine.

I dropped the car and trailer off at Rod and Custom on Monday afternoon. The installation was only going to take a couple of days so we headed off to Myrtle Beach. They called me when the car was done a couple of days later and I loaded it back on the trailer and we headed home.

When I got the car home I had to finish and repaint the engine compartment before reassembly. I also decided to install a vintage air front runner serpentine belt system at that time. After reinstalling the engine and transmission, reassembly of the front suspension components and setting the ride height, the car was ready to go for an alignment. It was now ready for a road test. As expected the car handled much better than with the stock suspension. The turning radius was much improved and having power steering was a big plus. I did notice the ride was quite stiff. At first, I didn't worry too much about it. The first problem I encountered with the new suspension happened when I hit a large bump in the road causing the ride height to drop. The ride height adjusters were slotted and only held on by two ½" bolts. This would allow the mounting brackets to move and drop the ride height. I came up with a solution by adding a spacer between the lower bolt and the bottom of the slot on the shock mounting bracket. I secured the spacer at the top by adding a large flat washer to the lower mounting bolt. On the bottom of the bracket I drilled the sides of the bracket for a ¼" bolt. This kept the bottom of the spacer from popping out.

That solved the problem of the brackets moving. I could have had the brackets welded in place but I did not want to do that in case I wanted to change the ride height in the future.

I was still unhappy with the harsh ride so I checked with Rod and Custom about what spring rate they used on their springs. It turned out they had a 450 pound spring rate. So then I thought about installing a lower rate spring. I consulted with Ride-Tech and decided to install a pair of their shocks and springs with a 400 pound spring rate. This helped improve the ride a little. The only thing I didn't like about the Ride-Tech shocks was that they used metal bearings at the mounting points. Since the shocks were metal to metal and not rubber or urethane the ride was still a little rough on our wonderful Wayne County roads.

Another problem I did not like was the car was a little squirrelly at highway speeds. The steering was too loose for me. Talking to Larry Shovan, he suggested I needed more positive caster on my front end alignment. With the Rod & Custom upper control arms all I could get was about 2.9 degrees caster so I did a little research on the Summit web sight and found a set of SPC Performance Mustang II adjustable upper control arms. This allowed me to get close to four degrees positive caster. This helped quite a bit but the steering was still a little too responsive for me. Rod & Custom uses a Ford Thunderbird rack & pinion unit. The Vintage Air Front Runner system uses a GM style power steering pump. GM pumps have too much flow for Ford racks. For use with the Ford rack Vintage Air provided a two GPM (gallons per minute) flow valve with their system.

At one of the Frankenmuth car shows I came across a company called Turn-One out of Saginaw Michigan at the vendor's booths. They specialize in GM power steering pumps. I told them about my problem and they said they had 1-1/2 GPM flow valve for the GM pumps. One of the people from Turn-One came over to my car to make sure I had the correct style of pump. It was, so I bought one and later installed it. This really helped get my steering under control. The car now has a much tighter feel at road speeds.

After correcting my steering, even with the lower rate springs I still wasn't real happy with the front end ride quality. There just wasn't enough movement in the coil-over shocks for our bumpy roads. I had another discussion with our suspension master Larry about what I can do to further improve the ride quality. After some discussion he decided a longer shock and spring was needed. There just was only 3" of travel on the 8" coil-over shocks in my car. With only about 1-1/2" of rebound and compression the springs had to be stiff to prevent bottoming out so I decided to look into installing new longer coilover shocks.

I got under the car and took a look at my current coil-over mounting system and decided I couldn't mount a longer shock on the existing brackets. I would have to come up with some new mounting brackets. The upper shock mount would have to be taller than the current mount to accommodate a longer shock. Before I redesigned anything I got on line and researched various shock lengths and manufacturers. I really wanted to go to a 10" shock and spring if I could. I decided to design my mounts for QA-1 shocks and springs. Before I ordered anything I was going to have to do some design work on paper first.

I went out and took a bunch of measurements on my frame and control arms and went to work. Since I don't have access to Cad, I would have to design it the old way, manually on paper. I got out the old drafting board, scale ruler, t-square and triangles. Before you laugh, remember we put a man on the moon with manual drawings. With the measurements I took I laid out everything on paper. After laying everything out I decided the 10" shocks weren't going to work. There were interferences with the upper control arms and inner fenders. I played around with the shock mounting angle by moving the lower mount inboard a little. It still wouldn't work so I decided to go to a 9" shock & spring instead. The 9" shock had 4" of travel which was 1" more than I had with the 8" shocks. I still had to play with the angle a little to get it to clear the upper control arms. Moving the shocks inboard will change the movement ratio between the spindle and shock travel. In other words it allows more movement at the spindle and less movement of the shock and spring. This is good for a shock with shorter travel.

It took a while to come up with a design that seamed to work on paper. Now it was time to make a working model. I made a full scale model of the upper and lower brackets out of laminated cardboard. To simulate the shock, I made a telescoping model out of various sizes of brass tubing soldered together to simulate the shock movement. I also cut out a round disc the diameter of the spring to check clearances around the upper control arm, lower control arm and the mounting bracket. I had to play with the shock angle a bit but I finally got everything to clear. I ended up moving the lower shock mount in 1-1/4" to get every thing to clear. I ended up designing special brackets for the lower shock mounts so no welding was required. They hooked on the existing lower control arm on one end and bolted to the existing shock mount on the other end. The new longer upper shock mount bracket bolted to the existing frame bolt holes. Since the Rod & Custom only uses a 2"x1/2" piece of flat stock welded to the frame for the upper control bracket mounting, I designed a couple of extra mounting points to my upper mounting bracket design. These extra holes allow for two bolts to go completely through the frame for extra support and not allow the mounts to move.

Once I was satisfied with my design, I gave my final paper drawings to Larry so he could put them in a cad drawing format so I could have the parts cut out with a water jet process. I took Larry's cad drawings to Leading Edge Cutting Solutions in Waterford Township to have the pieces cut out. They did a great job cutting out the parts. With the water jet process no cleanup is necessary. Larry offered to weld the pieces together for me for a fee of some of Joan's Michigan cherry chocolate chip cookies. I gladly took him up on the offer.

I ended up ordering a pair of QA-1 9" shocks with urethane upper and lower bushings and 400 pound spring rates. To keep the shocks centered on the upper and lower mounting brackets I also had to fabricate some spacers. After installing the new brackets, shocks, springs and spacers, I went about setting the ride height. I noticed I had to tighten the spring adjusters up quite a bit to get the ride height where I wanted it. This will actually restrict spring travel so I decided to go back to springs with a 450 pound spring rate. This worked out well as I did not have to tighten the adjusters as far. I noticed even before I drove the car there was much more movement in the front end. Upon driving the car I immediately noticed a difference in the ride quality. With the urethane bushings instead of the metal to metal bearings and the longer spring travel the ride was much softer and quieter.

I know it was a lot of work but I am quite happy with the results. With the front suspension improvements and the tighter steering the car is much more enjoyable to drive. It now handles and rides more like a newer car. I want to give special thanks to Larry Shovan for helping me with this suspension project. Without his help and advice I would have never attempted a project like this myself. Now that this project is done, it's on to the next and hopefully the last one, replacing the rear end housing, axles and brakes but that is for another time.

—Alan Aniol FCA #7870)
Southgate, Michigan

Originally published in The Metro Detroit Falcon Club Newsletter, *Falcon Express*

BOARD OF DIRECTORS

MARK SWORD, JR. (5)
501–804–2918
mswordjr24@yahoo,com

SHAUN SMALL (4)
251-581-3810
smallsg@gmail.com

TODD GAUDIN (3)
281-467-4607
toddgaudin@yahoo.com

DANNY BARNHOUSE (2)
740-586-3426
dbarnhd@yahoo.com

JORDAN MIXON (1)
405-420-3181
jordanmixon@hotmail.com

REGIONAL DIRECTORS

MOUNTAIN
Kent Whisenand, Jr.
720-480-4910
kw65falcon@gmail.com

NORTH CENTRAL
Jack Ellis
816-806-1806
1jandcellis@gmail.com

NORTH EASTERN
RICK BOWES
401-529-8840
falconsprint@aol.com

PACIFIC
Ray Johnson
707-535-6476
63sprintray@gmail.com

SOUTH CENTRAL
Trey Blum
850-324-8565
lwblum3@gmail.com

SOUTH EASTERN
James Baxter
704-736-1920
info@baxtersigns.com

SOUTH WESTERN
Todd Gaudin
281-467-4607
toddgaudin@yahoo.com

OFFICERS

PRESIDENT
Billy Pope
2725 Purple Sage Trail,
Fort Worth, TX 76179
817-798-9306
Billyshotrodshop1@gmail

VICE PRESIDENT
John Howard
2185 Oxford Trenton Rd.
Oxford, OH 45056
513-312-8799
falconwagon62@yahoo.com

RECORDING SECRETARY
Jen VanAntwerp
6527 S. Crossbow Pl.
Chandler, AZ 85249
520-485-8876
rancherojen@gmail.com

TREASURER
Jerry Nordboe
986 County Rd. Q
North Bend, NE 68649
402-690-0652
treasurer@falconclub.com

MEMBERSHIP SECRETARY
Denise Sword
9527 Side Saddle Trail
Fort Worth, TX 76131
501-804-9700
membership@falconclub.com
Please use email or snail mail.

INTERNET DIRECTOR
Open

CHAPTER COORDINATOR
Cris Bowes
552 Franklin Road
Coventry, RI 02816
FCAChapterCoordinator@gmail.com
401-529-2622

NEWS EDITOR
Janet Wilkerson
22806 Bradford Ln. Ct.
Blue Springs, MO 64015
816-914-8347 (no phone ads)
editor@falconclub.com

CLUB STORE MANAGER.
Tia Blum
7801 Nokomis Road
McDavid, FL 32568
850–450–8270
clubstore@falconclub.com

HEAD TECH ADVISOR
Bruce Wolfe
10206 Jonestown Rd.
Grantville, PA 17028-8232
717-469-7252
afutura@verizon.net

SOCIAL MEDIA DIRECTOR
Dee Bowes
423-519-3117
mail@falconclub.com

CHAPTERS BY REGION

Mountain Region

REGIONAL DIRECTOR
Kent Whisenand, Jr.
1400 Holden Ct.
Erie, CO 80516
720-480-4910
kw65falcon@gmail.com

MILE-HI CHAPTER
Ron Brown
4147 WCR #31
Fort Lupton, CO 80621
303-857-9360
Meet third Friday monthly
303-857-9360

ARIZONA CHAPTER — PHOENIX
Jim Bycroft
ishi1@cox.net
602-279-6991
Meet second Saturday except June, July, Augustm Berge Ford,
460 E. Auto Center Dr., Mesa, AZ

North Central Region

REGIONAL DIRECTOR
Jack Ellis
17860 168th St.
Basehor, KS 66007
816-806-1806
1jandcellis@gmail.com

BEEF STATE CHAPTER
Rodney Gerdes
807 Elmhurst Dr.
Papillion, NE 68046
402-306-2507
gerdesrod@hotmail.com

GATEWAY CHAPTER
Karen Albert
341-968-8773
kalbert12440@hotmail.com

LAKE MICHIGAN CHAPTER
Tom Washburn
16675 Orchard Valley Dr.
Gurnee, IL 60031
847-244-4821
falcontom@hotmail.com

METRO DETROIT FALCON CLUB CHAPTER
Jerry Richards
535 Indianwood Rd.
Lake Orion, MI 48362
248-770-5697
richardsgw@aol.com

MID AMERICA CHAPTER KANSAS CITY, KANSAS
Mark Killian
913-782-1222 Cell: 816-898-1846
markkillion1951@gmail.com
Meet monthly, location, time posted on Facebook: Mid America Chapter Falcon Club of America

NORTHLAND FALCONS CHAPTER
Troy Witt
972 160th St.
Hammond, WI 54015
651-283-5469
fast.futura@gmail.com

RAPTOR CHAPTER
Charles T. Mann
P. O. Box One, Princeton, IL 61356
815-200-6948
falcon1965@gmail.com
Meeting TBA

WHEAT STATE CHAPTER WICHITA, KANSAS
Steve Preston
StevePreston53@gmail.com
Meet second Saturday, even months

North Eastern Region

REGIONAL DIRECTOR
Rick Bowes
552 Franklin Road
Coventry, RI 02816
401-529-8840
falconsprint@aol.com

ERIE CANAL CHAPTER AURORA, NEW YORK
Mike Barren
1310 E Blood Rd.,
Cowlesville, NY 14037
585-652-5985
crazykatlady272@gmail.com

HOOSIER CHAPTER GREENWOOD, INDIANA
Dan and Jan Brancolini
2112 Wood Stream Dr.,
Avon, IN 46123
317-374-3580
dpbranco@aol.com
Meet first Sunday monthly
Edwards Drive-In
2126 S. Sherman Dr.,
Indianapolis, 317-418-8301

KEYSTONE CHAPTER CARLISLE, PA
Jim Ogram
906 Stargazers Road
Coatesville, PA 19320
Keystone@FordFalcon.org.
For meeting information,
visit our home page at
https:// FordFalcon.org/

NORTHEAST CHAPTER
RI, CT, MA, VT, NH, ME
Rick Bowes
552 Franklin Road
Coventry, RI 02816
401-529-8840
falconsprint@aol.com
Meet third Saturday monthly.
Check website for location and time.

OHIO VALLEY CHAPTER LOVELAND, OHIO
Jerry York
2064 Tulip Rd., Loveland, OH
513-503-0029 • jyork@fuse.net
Meetings TBA

ONTARIO CHAPTER ONTARIO, CANADA
Al Inglis, 44 Farnsworth Dr.
Toronto, Ontario, Canada M9N 227
1-416-580-8234
al.inglis@sympatico.ca

Pacific Region

REGIONAL DIRECTOR
Ray Johnson
2407 Horseshoe Dr.
Santa Rosa, CA 95405
707-535-6476
63sprintray@gmail.com

CENTRAL CALIFORNIA FALCONS, BAKERSFIELD, CALIFORNIA
Marcia Simpson
5304 Southshore Drive
Bakersfield, CA 93312
661-619-0677 / 661-587-8539
marcia.simpson@att.net
Meet first Tuesday of the month.
Call for location.

COLUMBIA RIVER CHAPTER
Allen Shade
157 Aiki Road, Woodland, WA 98674
360-225-7403 / falconcomet@cni.net
Meet first Thursday monthly,
7:30 PM, Mar–Nov
Benny's Rod & Custom Pizza Café
4219 NE St. Johns Rd.,
Vancouver, WA

GOLDEN GATE CHAPTER BAY AREA, CALIFORNIA
Ralph Garcia
Redwood City, CA
650-368-2841 / 650-281-3697
ralphsvacs@gmail.com
Meet second Saturday of odd months

INLAND NORTHWEST CHAPTER, ELLENSBURG, WASHINGTON
Scott Zimmerman
1010 Saddlerock Dr.
Ellensburg, WA 98926
509-929-3790
gitanesteel@yahoo.com
Meet second Tuesday of even months

MONTEREY BAY CHAPTER, MONTEREY BAY, CALIFORNIA
Taj Dufour
120 Via Vinca
Santa Cruz, CA 98060
831-332-9699
Meet second Saturday even months (Feb., April, June, Aug., Oct., Dec.). For meeting time and location, email montereybayfalcons@gmail.com. See Facebook page, Monterey Bay Falcons, for additional information.

RAINIER FALCONS CHAPTER SEATTLE, WASHINGTON
Roger Moore
5523 South Avon Street
Seattle, WA 98178
206-290-3093
rainierfalcons63@gmail.com
Meetings: third Wednesday; bimonthly
Jan-Nov. Go to rainierfalcons.com for more information.

SONOMA COUNTY FALCONS FOR FUN CHAPTER SANTA ROSA, CA
Al Aiello
Santa Rosa, CA
707-867-2770
futura@sbcglobal.net
facebook.com/SonomaCountyFalcons/
Meet first Thursday monthly; 7 PM
Round Table Pizza
2065 Occidental Rd.
Santa Rosa, CA 95401

SOUTHERN CALIFORNIA CHAPTER
Patrick Hall
6331 Marsha Avenue
Simi Valley, CA 93063
805-583-4403
socalfalcons@socalfalcons.com
Meet second Sunday, even numbered months, Hill Street Cafe, 3301 N. Glenoaks Blvd., Burbank, CA 91504

South Central Region

REGIONAL DIRECTOR
Trey Blum
7801 Nokomis Road
McDavid, FL 32568
lwblum3@gmail.com
850-324-8565

BON TEMPS CHAPTER LOUISIANA
Cary Loupe
18661 Magnolia Estates
Prairieville, LA 70769
225-445-4488
cary_loupe@eatel.com

FOUNDERS CHAPTER CABOT, ARKANSAS
Mark Sword, Jr.
35 Dillon Dr.
Cabot, AR 72023
501-804-2918
mswordjr24@yahoo.com

MUSIC CITY CHAPTER, TENNESSEE
Phil Baxter
612 South Tunnel Rd.
Gallatin, TN 37066
615-828-1981
pbaxter462@yahoo,com
Meet monthly. Call for dates/location.

SOUTHERN COAST FALCONS PENSACOLA, FLORIDA
Larry Blum
7801 Nokomis Rd.,
McDavid, FL 32568
850-207-0183
lwblumjr@juno.com

South Eastern Region

REGIONAL DIRECTOR
James Baxter
1192 Mirror Lake Rd.
Lincolnton, NC 28092
704-736-1920
info@baxtersigns.com

CAROLINAS CHAPTER NORTH CAROLINA
James Baxter
1192 Mirror Lake Rd.
Lincolnton, NC 28092
704-736-1920
info@baxtersigns.com
Meet monthly. Call 704-736-1920 for dates and locations.

MASON DIXON CHAPTER CAMDEN, DELAWARE
Patrick Varricchio
4 Kilkea Ct.
Nottingham, MD 21236
410-256-2834
steeler306@comcast.net
Meetings TBA

SOUTHEAST CHAPTER, GEORGIA
Bobby Chester
2617 Camp Wahsega Rd.
Dahlonega, GA 30533
706-867-9475
twosprints@gmail.com
Meet first Sunday bi-monthly; call for details

SUNCOAST CHAPTER, FLORIDA
Jay Beason
cjbeason@att.net
321-960-5977
Meet monthly. Call for details.

STAR CITY CHAPTER—VIRGINIA
Lynn Wilkerson
237 Foxfire
Cloverdale, VA 24077
540-793-4442
vwilkerson888@aol.com

TENNESSEE VALLEY FALCONS CHAPTER
David Wagner
7111 Wolftever Landing Dr.
Harrison, TN 37341
423-243-3525
65Sprint@epbfi.com
Meet monthly April-November; call for details

VIRGINIA FALCONS CHAPTER MIDLOTHIAN, VIRGINIA
Lee Harrison
21481 Rocky Ford Road
Jetersville, VA 23083
72vmier@gmail.com
804-561-0495
Meet second Sunday of March, June, September, December. See website for locations.

South Western Region

REGIONAL DIRECTOR
Todd Gaudin
19611 E. Paloma Lago Ct.
Cypress, Texas 77433
281-467-4607
toddgaudin@yahoo.com

ALAMO CHAPTER SAN ANTONIO, TEXAS
Kevin Hicks
830 708-9293
georgia.hicks@sbcglobal.net

CAPITAL CITY CHAPTER AUSTIN, TEXAS
Steve Springer
6600 Rotan Dr
Austin, Texas 78749
512-633-5125
scspringer65@gmail.com

HEART OF TEXAS CHAPTER DALLAS/FORT WORTH
Wally Tirado
214-215-7485
Wally@wtirado.com
Meet second Saturdays, even months only.

LONE STAR CHAPTER NORTH/EAST TEXAS
John Todaro
5500 Strickland Springs Rd.
Marshall, TX 75672
318-458-4340
Jlrtodaro@gmail.com
Meet third Saturday even months; place varies.

SOONER STATE CHAPTER OKLAHOMA CITY, OK
Jordan Mixon
405-420-3181
jordanmixon@hotmail.com
Meet third Saturday monthly. Call for information.

THIRD COAST CHAPTER HOUSTON, TEXAS
Todd Gaudin
19611 E. Paloma Lago Ct., Cypress, TX 77433
281-467-4607
toddgaudin@yahoo.com
Meet third Saturday of even months

CLASSIFIED ADVERTISING

FALCONS FOR SALE

1964 Villager wagon Comet, original 289 four-barrel, C-4 automatic. Has original doors, all fiberglass wood railings, all emblems/ trim and interior parts. $1,900 without engine/transmission or $2,800 with engine/transmission. More projects: 1963 Meteor S-33 two-door hardtop 260 V8 and 1964 Comets six-cyl & V8. Carlos Vera call/ text 720-281-0940 or calicometcarlos@yahoo.com. CO. 240200

1967 Falcon that has less than 80,500 miles that is in excellent mechanical condition with a great body, from Las Vegas. I live in Callao, Virginia. I bought the car five years ago and I thought it was going to be someng I would work on, but retirement didn't happen, and life has kept me from finishing the job. The car has everything you need, including new window seals, and many other items needed (for after you paint it). Phone: 804-650-9434. VA. 231113

PARTS FOR SALE

NOS right fender part #C0DB-16005-AJ, $650. Two 13" X 4½" five lug 4½" bolt circle wheel, $70. 1965 289: three-bolt harmonic balancer, $75; main caps, $100; valve covers, $60. NOS piston & wrist pin C5OE-6108-AF, $15. 1967 289 exhaust manifolds $150. 351C 4BL Exhaust manifolds one pair, $450. 351C A/C bracket D0ZA-2882-C, $100. 351C P/S pump adjusting bracket, $75. 351C dip stick tube and dip stick; cast number on dip stick D0AE-6750-A, $125. 351C timing pointer $75. Lots more 351 Cleveland parts! 351W crankshaft, $150. 351W rods, $100. I have more 351W parts! 390 tri power set up $2,500. 1967 GT 390 S code motor $3,500. 1970 428CJ short block $3,200. 1971 429 CJ four-bolt main short block $4,000. 1968-70 428 CJ / SCJ parts and 429 CJ parts. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 240111

Pertronic Ignitor Electronic Ignition kit for 1963–67 Ford six-cylinder number 1266. Kit is new; $60, includes shipping. Melvin Creamer, 14322 Ramah Church Rd,, Huntersville, NC 28078, clavin5543@aol.com. 240112

I have lots of parts for 1960–65 Falcons including nice '65 taillights with back-up. Lots of chrome, doors, windows, fenders, trunk lids, tailgate, hinges, wheel covers, and lots of small parts. I also have a very nice grille for '65 Mercury Caliente and a Mercury Comet tailgate for station wagon or Ranchero with extra nice large chrome. Bob, 806-683-1246. TX. 240399

ALL NOS: 1961 grille plus L/R headlight doors, $495; '61 headlight door, one left, $95; 1960 deluxe wheelcovers, 13" $195 set of four; 1962–63 Deluxe-Squire wheelcovers, 13", $195 set of four. Backups light kits, one of each: 1960–62/1963/1964/1965 wagon/Ranchero, $300-395 each, depending on the year. 1960–64 backup light/neutral safety switches for column shift automatic transmission, $45 each. Good Used: 1963 Futura/Sprint Hardtop Bucket Seats, nice driver quality black upholstery, very complete, missing one seat emblem, $1,495. 1962–63 Deluxe Squire wheelcovers, $40-120 per set based on condition. '60-61 plus '62-63 Falcon strut rods, good threads w/OEM hardware, $125 each. '60-63 hood hinges, one set, no springs, oiled, work smoothly, straight, $100; Nice Used: consoles: one '63 convertible console, black, w/correct cvt. floor brackets, $495; two '60–63 sedan consoles, good to excellent, $350-$450. Three Sprint tachs, tested and working, $95-295 each. Good used 1960 grilles w/parklights, $150-200; two 1961 grilles, $150 and $225, nice and straight; '63 grille, $595, and many '63 headlight doors, $50-150 a pair. Three 1963 driver/ project grilles; need repair/welds, but have potential,

$200-395 each. Re-chromed interior windshield trim for hardtops: three-piece set, $400 exchange. Good used hardtop windshield trim, $175, driver quality. 1964–65 six-cylinder power steering system, 90% complete, but will need work; VERY RARE; $395 as is. 1960-65 four-speed or floor shift steering column; we have the correct parts to fit each of those years, $250. Dagenham four-speed bellhousing, $75; complete Dagenham four-speed w/complete shifter, from a running car. $695. 1965 "FA" gas caps—three complete, some extra parts, including some NOS, $350-$600 each. 1966-67 power steering system, steering box w/straight through shaft, complete lower linkage, no pump/pulleys/brackets, $395 as is; may fit '68-70 as well. Two narrow pattern toploader four-speeds; one for a '64½ Mustang; can work in a Falcon but needs the Falcon tailshaft housing, this trans is rebuilt, $1,195. One narrow pattern toploader with both Mustang/Falcon patterns, has a chipped second gear, but turns freely, w/factory shifter, $595. 1962–65 trunk locks, good used with serviced locks, new emblems and new keys, $95–$195. 1960–67 Station Wagon tailgate cranks, used to NOS with serviced locks and new keys, $100-$495. 1964–65 Futura interior door badges, repainted plus good chrome, $30 a pair. 260 V8 front fender emblems, good used, repainted, $30 per pair. 13" and 14" wire spinner hubcaps, all grades, restored, good used, and driver quality, levels #1-4, $150-550 per set based on condition. 260 builder, long block, w/front cover plus valve covers, build code, 3F18Z (maybe a "2" not Z) ran great, but smokes, $200. two-speed V8 Ford-O-Matic, shifts nicely, complete w/trans linkage and starter, $300–local pick-up for the engine and trans. 1960–70½ sheet metal, doors, fenders, hoods, deck lids, bumper cores and brackets; some '65 Comet parts as well. What do you need? All prices are plus shipping. We have a 39+ year collection of Falcon and Comet parts, please call/email with your needs. Call or email Lenny at lenkellogg1964@gmail.com, 970-593-1964, or visit us at kelloggsgarage.com. CO. 231212

Parting '60-'65 Falcons. 16 year collection! Good sheet metal, lots of trim, mechanical parts, etc. Call Steve, 360-430-0143. Thanx for driving a Falcon! WA. 240306

1964 Falcon grille, $240. Parting out 1964–65 Falcon and Ranchero. Trim, body parts and mechanical. Parting out 1964-65 Comet parts cars, hardtop, convertible, wagon. Body parts, trim , and mechanical; also 1960–77 Comet parts. Carlos Vera call / text 720-281-0940 or calicometcarlos@yahoo.com. CO. 240200

Barn Find: One old-time fiberglass hoods w/ scoops: 1964–65 Falcon/Ranchero hood w/ raised hood scoop molded in; found in the barn of a Colorado drag racer; used at Bandimere Speedway in the 80s-90s. $250 OBO. Almost impossible to ship this item, so I highly suggest local pickup. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg1964@gmail.com, 970-593-1964 or visit us at www.kelloggsgarage.com. CO. 231205

PARTS WANTED

I am looking for a factory stock air cleaner for a 1960 Ford Falcon Ranchero, 144 engine.The photo shows exact item I am looking for. Contact me by phone 309-212-6528 or email jeff_schlink@hotmail.com. 240214

Sheetmetal parts for my 1968 falcon futura four-door quaterpanels and doors. Please contact rvandyk842@gmail.com. 240111

WANTED: 289 Hi Po San Jose built four-speed radiator. Top tank is stamped: C4ZE W-MO G2 2-65. 3939-S fuel pump, I am looking for Feb. 1965 date code. My car was built on March 24th, 1965 at the San Jose, CA plant. Carburetors for FE engines: part number on air horn C8AF-AD, C8OF-AB & C8OF-AA; also D0OF-S for 385 series engine. FE distributors: part number on housing C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series

engine. The parts must be in excellent condition either used or NOS. Keith Litteken, 6274 Rocky Grove, Cedar Hill, MO 63016, 314-480-2556 or kslitteken@aol.com. 240111

MISCELLANEOUS

Hello FCA Members! I am an avid license plate collector (ALPCA #13258) and may have or able to find YOM plates for your prized ride. Price range $50–$500. Contact: James Collins, 175 Montesito Lane, Floresville, Texas,78114; jacoll87@yahoo.com; 830-321-2434.

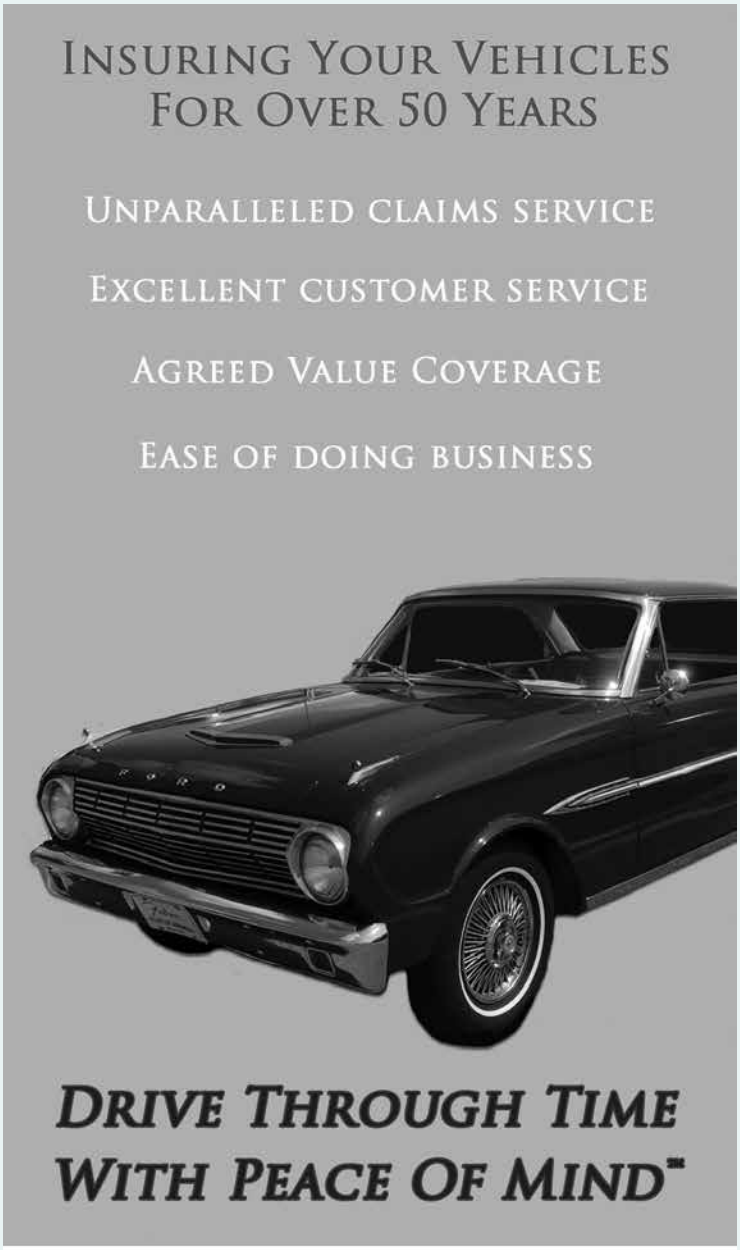
TO PLACE A CLASSIFIED AD

Please include item info and price, your name, location and FCA number. Try to limit your ad to 50 words. Ads may be edited as needed. Send your ad by email to editor@falconclub.com.

Ads will run for minimum of two months and must be resubmitted monthly after that. Ads must be received by email by the 10th of the month before publication. For example, April 10 is the deadline for the May issue.

FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are $10 each or $20 with your photo included.

Non-FCA member ads are $10 each or $20 with photo. Payment must accompany your ad. For those sent by mail, ads and photos with payments should be sent to: Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Make all checks payable to Falcon Club of America. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. The Falcon Club of America reserves the right to refuse advertising from any person or business or individual. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. FCA reserves the right to refuse advertising from any person or business.



Editor's Request

It would be a fun to see your Falcon in front of local landmark that speaks to where you live.

Here is my 1964 Convertible in front of my state capitol in Jefferson City, Missouri.

Send me your photo at editor@falconclub.com.Identify the car's year, model and your location—and we will start a new "Where's the Falcon?" series.

Kellogg's GARAGE
Specializing in Original Ford Falcon parts
LEN KELLOGG
3110 Wildes Road, Loveland CO 80538 TEL. 970-593-1964
www.kelloggsgarage.com lenkellogg@ipbroadband.net

Obsolete Ford
PARTS COMPANY
"The Old Reliable"
311 EAST WASHINGTON AVE. • P.O. BOX 787
NASHVILLE, GEORGIA 31639 USA
Phone: 229-686-2470
obsoleteford@windstream.net
UPHOLSTERY, PARTS & ACCESSORIES

PHONE & FAX (607) 829-8321
TREADWELL CARBURETOR COMPANY LLC
CARBURETOR REBUILT FOR CARS
TRUCKS, TRACTORS & INDUSTRIAL EQUIPMENT
JIM LEITENBERGER
OWNER
4870 COUNTY HIGHWAY 14
TREADWELL, NEW YORK 13846

E.R Milner, LLC
dba
MELVIN'S CLASSIC Ford FORD PARTS
1928-31 Model A
1932-59 Ford Cars
1960-72 Galaxie
1962-71 Fairlane
1960-70 1/2 Falcon
1964 1/2-73 Mustang
1928-96 Truck
1966-96 Bronco
1970-77 Maverick
1955-66 Thunderbird
Mon - Fri 8:30-5:00
1st Saturdays 8:30-2:00
Sunday Closed
1390 Business Center Dr.
Suite 100
Conyers, GA 30094
Fax 770-761-5777
770-761-6800
www.melvinsclassicfordparts.com
P.O. Box 81729
Conyers, GA 30013

FALCON CLUB UPCOMING EVENTS

...and still more to come

Mark Your Calendar

Just moments away from the heart of Ocean Springs, Gulf Hills Hotel + Resort is a historic property.

2024 FCA Nationals

July 11–13, 2024

Register at falconclub.com or send in form on back cover with your check

Limited spots left for this year's Ladies Tea

Unlike our Keystone Regional meets, the May 4th car show at the Classic Auto Mall in Morgantown is a one-day show. We will not be providing any food. There is a Mc Donalds within walking distance and Nuse's Deli about 1/4 mile away. We hope to have a food truck there serving coffee and breakfast items. It's a no frills show with 12 Keystone shaped Plaques given out for the awards. These plaques feature Pat and Diane Varricchio's 1963 Sprint to commemorate Pat's long-time dedication to the Falcon Club. See the next page for info on the Holiday Inn next to the Mall.

"Truckin' to Ohio"

September 6–7, 2024

Wilmington, Ohio

For more info, go to OVCFCA.com

Carolina 15th Regional

September 27–28, 2024

Shelby, North Carolina

For more info, go to Carolinas Chapter, FCA on Facebook

2024 FCA NATIONAL CONVENTION AND MEET JULY 11-13, 2024

Embassy Suites by Hilton Hot Springs Hotel & Spa, Hot Springs, Arkansas 71901
To register online and pay with a credit card go to: 2024.falconclub.com

Registrant Information		
First and last name:		Guest First and last
Mailing Address:		City:
State and Zip Code:		First Time Attending? YES____ NO____
Are you a member of the FCA? If no, register as a non-member Yes____No____	If yes, provide FCA member	FCA Chapter:
Email Address:		Phone Number:

VEHICLE INFORMATION

	Year:	Body Style:	Category (See Below)	Class (FCA By-law section 5,6,4)
1				
2				

Categories: Stock, Daily/Driver/Street Driven, Diamond in the rough, Lite Modified, Modified and Display,
Concours Masters and modified masters Non-voting categories subject to qualification.

Trailer Parking Requested: YES_____ NO_____

Registration Fee	Type	Before June 28	After June 28	Quantity	Total
Non member	*No vehicle*	*$56.00*	*$61.00*		
Non member	*With vehicle*	*$66.00*	*$71.00*		
Member	*No vehicle*	*$18.00*	*$23.00*		
Member	*First vehicle*	*$28.00*	*$33.00*		
Member	*Add. Vehicle each*	*$20.00*	*$25.00*		
Swap Spaces each	*Each space*	*$25.00*	*$30.00*		
T-SHIRTS $23.00	*SMALL _____*	*MEDIUM_____*	*LARGE_____*	*XL_____*	
T-SHIRTS $25.00	*2XL_____*	*3XL_____*			
Ladies Tea	*Limited Availability*	*$40.00*	*$40.00*		
					GRAND TOTAL:

Please note any food allergies, vegetarian, gluten free_____

MEMBERSHIP REQUIRED TO PARTICIPATE– Non-member includes one year of membership dues.

Liability release: In consideration of this entry being accepted, I, for myself and for my heirs, executors, and personal representatives, hereby release, discharge, and waive all claims and rights for damages that I have or may have against the Falcon Club of America; Embassy Suites by Hilton; and each of their respective chapters, officers, directors, employees, members, contractors and agents (hereinafter collectively called "Entities") for personal injury to me (including death) and for damage to property arising out of my participation in or attendance at the FCA National meet. I agree to indemnify and hold harmless the Entities from all claims and liabilities caused by or arising out of my negligent acts arising out of or related to my participation or attendance at the 2024 FCA National Meet.

Signature:_____Printed Name:_____Date:_____

Hotel Information: Embassy Suites by Hilton Hotel & Spa, 400 Convention Blvd; Hot Springs, Arkansas 71901 Phone; 501-624-9200.
Mention "Falcon Club National 2024" to get rates of $140.00 for a single/double, plus taxes.
Cutoff date for this rate is at 5:00 pm June 28th, 2024 or book online at www.hilton.com
Registration by mail: Send registration form to the address below along with check payable to: **Founders Chapter-FCA**

Founders Chapter
Attn: Mark Sword
35 Dillon Drive
Cabot, Arkansas 72023
Questions? Contact Denise Sword, ddsword1@yahoo.com, 501-804-9700 or Mark Sword Jr. 501-804-2918